



Draft Environmental Impact Statement for

Medical Facilities Development and University Expansion

Naval Support Activity Bethesda, Maryland

October 2012



How to Comment

You may present comments orally at tonight's hearing. Please sign up in the roster if you wish to make an oral statement for the record.

You may provide comments on the forms we provide: fill in here or take them home to mail later (address on form).

You may also provide comments via email:

NNMC.NSABETHESDAEIS@med.navy.mil

Project website:

<http://www.wrnmmc.capmed.mil/PatientVisitors/SitePages/EIS.aspx>

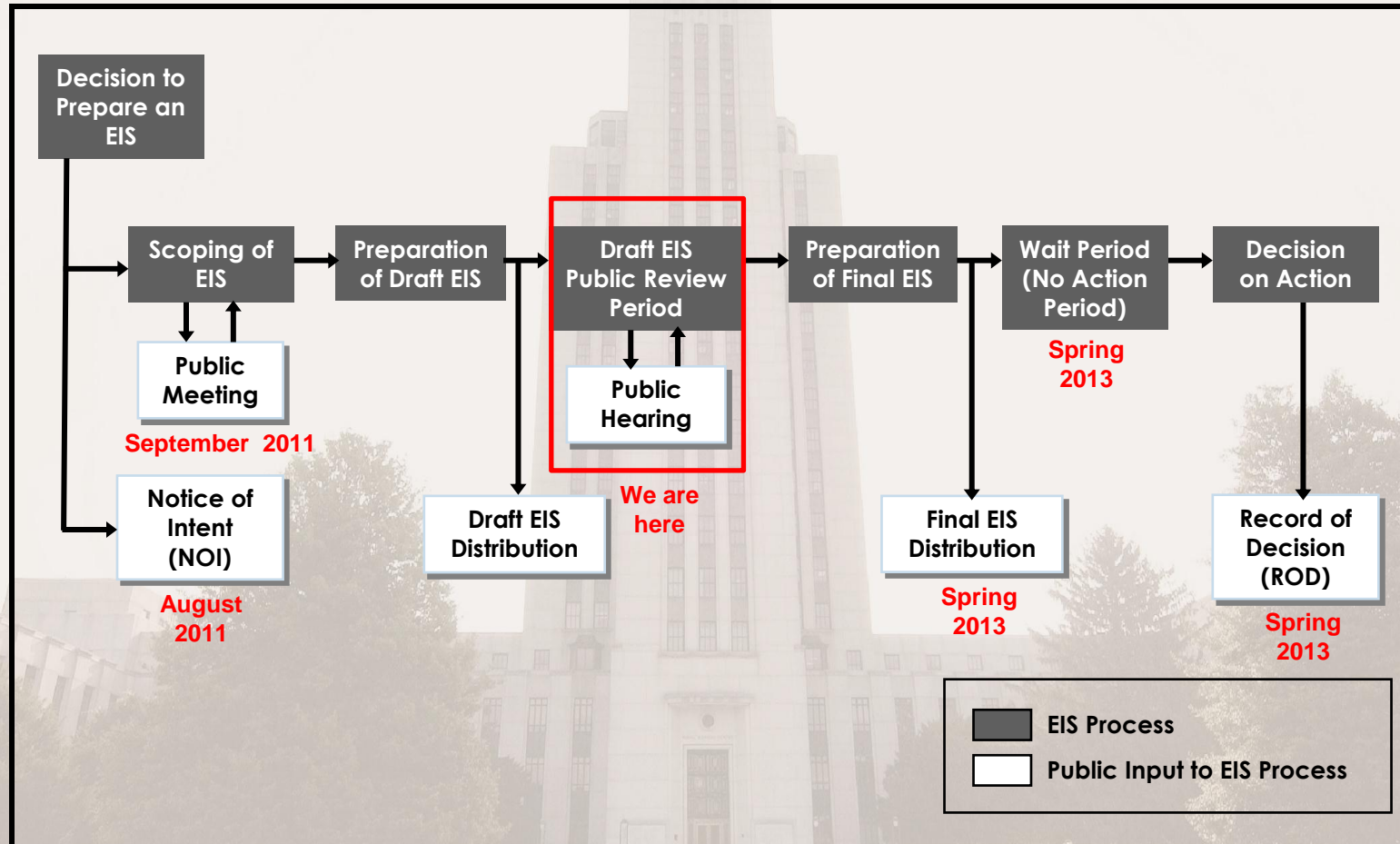
Via mail: Joseph Macri, NSA Bethesda Public Affairs Office, 8901 Wisconsin Avenue, Bethesda, Maryland 20889

Via telephone: (301) 295-1803

The DEIS comment period ends on October 29, 2012. All comments on the DEIS must be dated no later than midnight October 29, 2012 to be accepted and addressed in the FEIS.



EIS Process





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Purpose of the Public Hearing

Provide information about the proposed Medical Facilities Development and University Expansion at Naval Support Activity Bethesda and the assessment of their potential environmental impacts.

Provide an opportunity for participants to comment on findings in Draft Environmental Impact Statement (DEIS).

Comments will be addressed in Final EIS (FEIS).



Proposed Actions

The Navy is proposing the following actions at NSA Bethesda:

- **Medical Facilities Development**
- **Expansion of Uniformed Services University of the Health Sciences (USU)**

These proposed actions will enhance and support, but **not add to missions** of the installation, medical center or the USU.

The proposed actions are anticipated to add approximately 270 staff to NSA Bethesda, many of which already visit the installation regularly.

The EIS also includes a traffic study, which is based on the post BRAC conditions (Fall 2011).

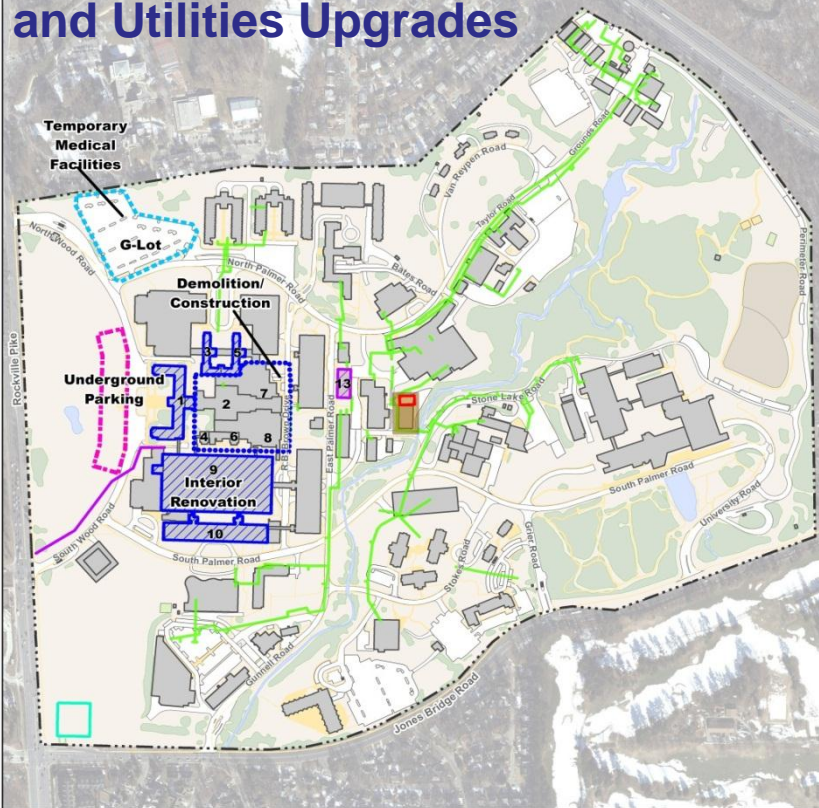


Proposed Action – Preferred Alternative Medical Facilities Development

- Demolition of five hospital buildings (Buildings 2, 4, 6, 7, 8) and construction of a 5-story replacement facility in the same basic footprint (Medical Center Addition/Alteration – MCAA or formerly known as Building C)
- Construction of a 500-space underground patient/visitor parking garage
- Utility capacity upgrades
- Temporary medical facilities to maintain uninterrupted patient care during construction
- Internal renovations of five hospital buildings (Buildings 1, 3, 5, 9, 10)
- Internal/external renovations of a workshop/warehouse to office space (Building 13)
- Accessibility and appearance improvement projects

Proposed Action – Preferred Alternative Medical Facilities Development

Medical Facilities Development and Utilities Upgrades

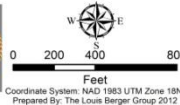


Utilities Upgrades

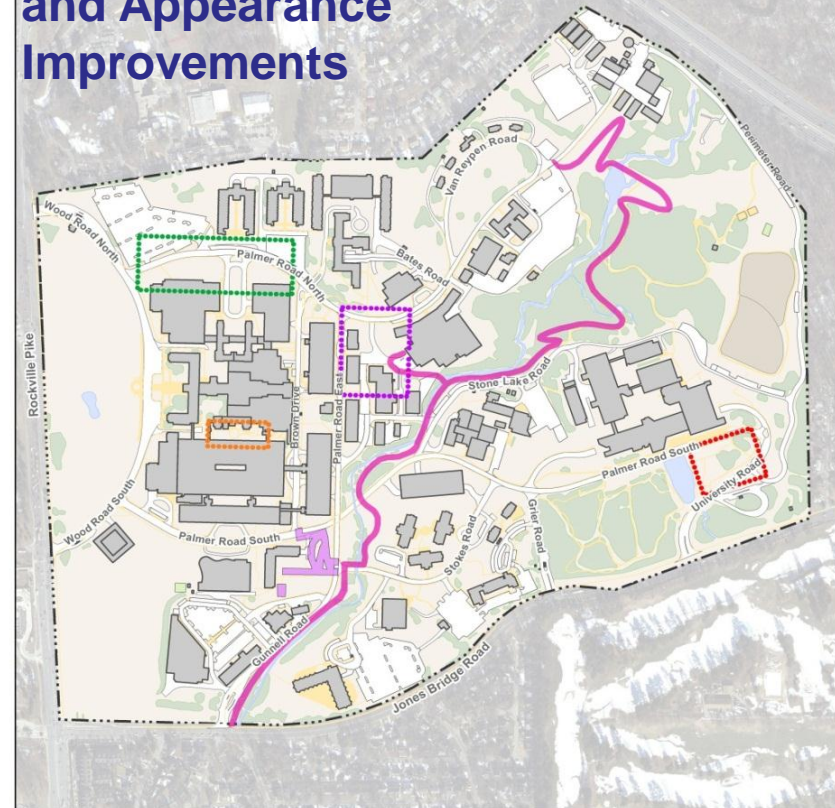
- Electrical Capacity Upgrade
- Replacement Condensate Lines
- New Cooling Tower
- Underground Backup Water Tanks
- Cooling Towers
- Demolition/Reconstruction Area

MEDFAC

- Demolition/Construction
- Interior Renovation
- MED Facilities
- Underground Parking
- Temporary Facilities
- Building 13 Renovations



Proposed Accessibility and Appearance Improvements



Accessibility and Appearance

- Memorial Grove
- Stoney Creek Trail System
- North Palmer
- Courtyard
- Building 17 Connector
- University Entry





Purpose and Need - Medical Facilities Development

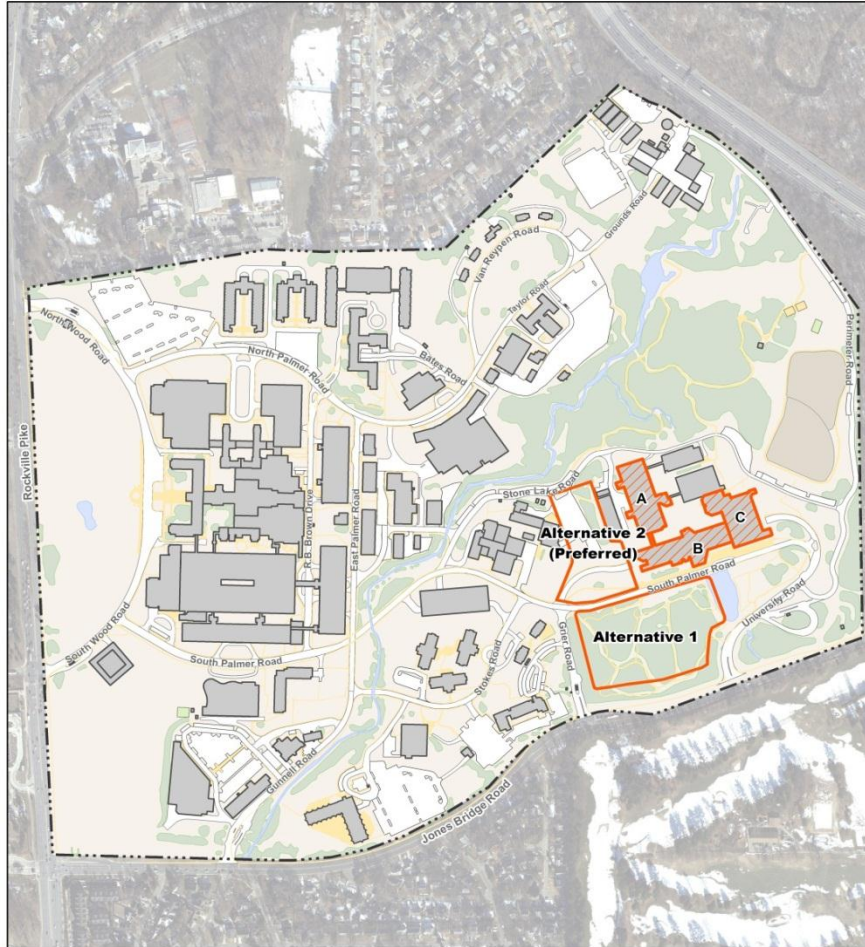
The purpose of the Medical Facilities Development is to implement the Congressional mandate from the Fiscal Year 2010 National Defense Authorization Act to achieve the new statutory world-class standards at the Walter Reed National Military Medical Center (WRNMMC).

The Medical Facilities Development is needed because current space is insufficient to meet world class standards such as converting double to single occupancy patient rooms, a state-of-the-art simulation center, and a health innovation center.

The purpose of, and need for, the Medical Facilities Development were identified subsequent to the programming for BRAC 2005. The BRAC 2005 construction and funding was restricted to projects related to BRAC relocation.

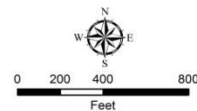
The proposed action would enhance and support but not add to the mission of the installation or medical center.

Proposed Action - University Expansion

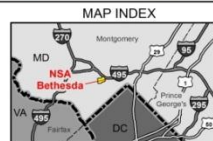


USU

- USU Interior Renovation
- University Alternative Sites



Coordinate System: NAD 1983 UTM Zone 18N
Prepared By: The Louis Berger Group 2012



- Construction of an approximately 341,000 SF education/research facility (Building F)
- Construction of a 400-space staff parking garage
- Internal renovations to existing USU buildings (A, B, C, and the ground floor)



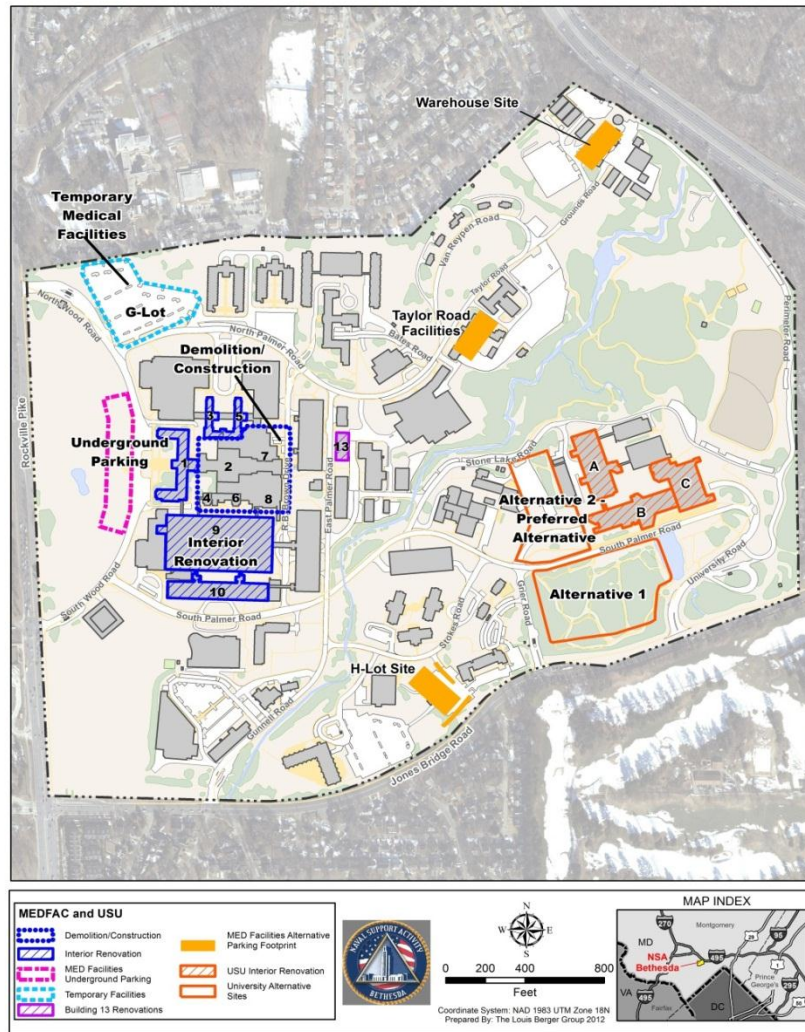
Purpose and Need - University Expansion

The purpose of the University Expansion is to address the significant space and operational limitations for education and research activities due to the fragmented, aging, and inefficient infrastructure and enable USU to serve as the core academic health research center at WRNMMC.

The University Expansion is needed because current operations are dispersed between the main USU buildings and 19 facilities comprising off-site leased locations in Rockville, Montgomery County and other dispersed buildings on NSA Bethesda. Operations are fragmented and space insufficient to meet education and research space requirements as well as Liaison Committee on Medical Education accreditation requirements.

The proposed action would enhance and support but not add to the mission of the installation or the USU.

Alternatives in the EIS



The Navy has identified the following preferred alternatives in the Draft EIS.

- Medical Facilities Development with the underground parking garage
- University Expansion Alternative 2

However, all the alternatives presented in the Draft EIS are still under consideration in this process and the Navy invites you to provide your input.



Alternatives in the EIS

- **Medical Facilities Development Parking Garage Alternatives to the Underground Parking Garage:**
 - Above-ground parking garage at the Warehouse area in the northeast corner
 - Above-ground parking garage at the Taylor Road Facilities in the northeast area
 - Above-ground parking garage at the H-Lot in the south area
- **University Expansion - Two Alternative Sites:**
 - Alternative 1 located south of the existing USU campus
 - Alternative 2 (Preferred Alternative) located west of the existing USU campus
- **No Action Alternative** – No Action Alternative is required by National Environmental Policy Act (NEPA) and describes the conditions at NSA Bethesda should the proposed actions not occur.



Findings of the Draft EIS

- **Minor or No Adverse Impacts To:**
 - Geology, Topography, and Soils
 - Water Resources
 - Biological Resources
 - Air Quality
 - Land Use
 - Socioeconomics
 - Human Health and Safety
 - Noise
 - Utilities - Navy is coordinating with the regional utility providers to ensure that the proposed changes would not affect service delivery to the surrounding community
 - Cultural Resources - Section 106 consultation process ongoing
 - Cumulative impacts



Traffic Study - Scope

- Completed in October 2011 to identify the post-BRAC conditions
- The scope was developed and methodology was approved in consultation with the Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration (SHA), and Montgomery County Department of Transportation (MCDOT)
 - Background Developments provided by M-NCPPC and NIH
- **Traffic Study Evaluated Known Growth through 2018, only**
- NSA Bethesda Future Trip Distribution
 - Used distribution pattern agreed by M-NCPPC and SHA
- Background Trip Generation and Distribution
 - Followed Montgomery County Regulations (Local Area Transportation Review)



Traffic Study – Scope (Continued)

- Data was collected from 5:30am - 9:00am and 3:00pm - 6:30pm
- The following external intersections were analyzed:

Rockville Pike

- Grosvenor Lane
- Pooks Hill Road
- Cedar Lane
- North Drive/School Driveway
- North Wood Road (Gate #1)
- Wilson Drive
- South Wood Road (Gate #2)
- Center Drive/ Jones Bridge Road
- Woodmont Avenue/ Kensington Parkway

Cedar Lane

- Old Georgetown Road
- Locust Avenue/ West Drive

Jones Bridge Road

- Gunnell Road/ Glenbrook Parkway (Gate #3)
- Grier Road (Gate #4)
- University Road (Gate #5)
- Connecticut Avenue/ Kensington Parkway
- Manor Road
- Jones Mill Road



Traffic Study – 2011 Baseline

▪ NSA Bethesda versus System Peaks Hours

	NSA Bethesda	System
AM	6:00 – 7:00	7:45 – 8:45
PM	3:45 – 4:45	4:45 – 5:45

▪ Level of Service (LOS)

- LOS E – Old Georgetown Road/Cedar Lane (PM)
- LOS F – MD 355/Cedar Lane (AM and PM) and Jones Bridge Road/Connecticut Avenue (PM)



Traffic Study– 2011 Baseline

Comparison to 2008 BRAC Predictions

Count Location	Direction	2008 BRAC EIS Predicted Future Conditions		2011 Traffic Counts		Predicted 2011 vs Actual 2011 Conditions (%)	
		AM	PM	AM	PM	AM	PM
MD 355 between Pooks Hill Rd and Cedar Ln	Northbound	1,728	3,383	1,699	3,646	-2%	8%
	Southbound	3,539	2,134	2,911	2,011	-18%	-6%
MD 355 between Wilson Ln and Gate #2	Northbound	1,657	2,790	1,096	1,824	-34%	-35%
	Southbound	2,732	2,216	2,346	1,726	-14%	-22%
MD 355 between Gate #2 and Jones Bridge Rd	Northbound	1,353	2,250	1,197	1,854	-12%	-18%
	Southbound	2,567	2,185	2,093	1,770	-18%	-19%
MD 355 between Jones Bridge Rd and Woodmont Ave	Northbound	1,663	2,592	1,400	2,082	-16%	-20%
	Southbound	3,289	1,686	2,650	1,911	-19%	13%
Average of MD 355 Corridor	Northbound	1,600	2,754	1,348	2,352	-16%	-15%
	Southbound	3,032	2,055	2,500	1,855	-18%	-10%
Jones Bridge Rd between Gate #5 and Connecticut Ave	Eastbound	675	2,068	528	1,692	-22%	-18%
	Westbound	1,664	656	1,361	496	-18%	-24%
Jones Bridge Rd between Gate #3 and MD 355	Eastbound	848	1,373	508	1,295	-40%	-6%
	Westbound	1,365	772	1,047	529	-23%	-31%
Average of Jones Bridge Corridor	Eastbound	762	1,721	518	1,494	-32%	-13%
	Westbound	1,515	714	1,204	513	-21%	-28%

- 2008 BRAC Study - Overall predicted values were greater than the actual 2011 traffic
- Only two exceptions
 - MD 355 between Pooks Hill Road and Cedar Lane – 8 percent increase over the PM Peak estimates
 - MD 355 between Jones Bridge Road and Woodmont Avenue – 13 percent increase over the PM Peak estimates



Traffic Study – 2018 No Action

- **Describes conditions if the Proposed Actions were not implemented**
- **Background Developments:**
 - 9 proposed developments
 - Residential, retail, medical, and office
- **Internal Traffic Generation:**
 - 11 proposed developments
 - Medical, retail, residential, institutional
- **Parking:**
 - 2011 existing parking spaces = 7,764
(Staff = 3,746)
 - 2018 No Action parking spaces = 8,147
(Staff = 3,806)



Traffic Study – 2018 No Action

■ Traffic Operations:

- Intersection Analysis
 - LOS E – Old Georgetown Rd / West Cedar Lane; (PM), Rockville Pike / Cedar Lane (AM), and Jones Bridge Road / Connecticut Avenue (AM)
 - LOS F – Jones Bridge Road / Connecticut Avenue (PM)
- Arterial Analysis
 - Rockville Pike (Grosvenor Ln to Woodmont Ave):
AM - 11:25 minutes / PM - 8:11 minutes
 - Jones Bridge Road (Rockville Pike to Jones Mill Rd):
AM - 6:01 minutes / PM - 6:12 minutes
 - West Cedar Lane (Old Georgetown Rd to Rockville Pike):
AM - 2:49 minutes / PM - 3:23 minutes



Traffic Study – 2018 Proposed Actions

■ Medical Facilities:

- 1 underground parking location, 2 access options
- 3 above-ground parking locations
- 500 new parking spaces for patients, visitors, and VIPs ONLY

■ University Expansion:

- 2 above-ground parking locations
- 400 new parking spaces for staff and students

■ NCPC Parking Ratio Requirements:

- For every 3 employees, one space allowed (>3.00)
- No Action = 3.54 and Action = 3.25 – 3.40
- ***Requirement continues to be met***

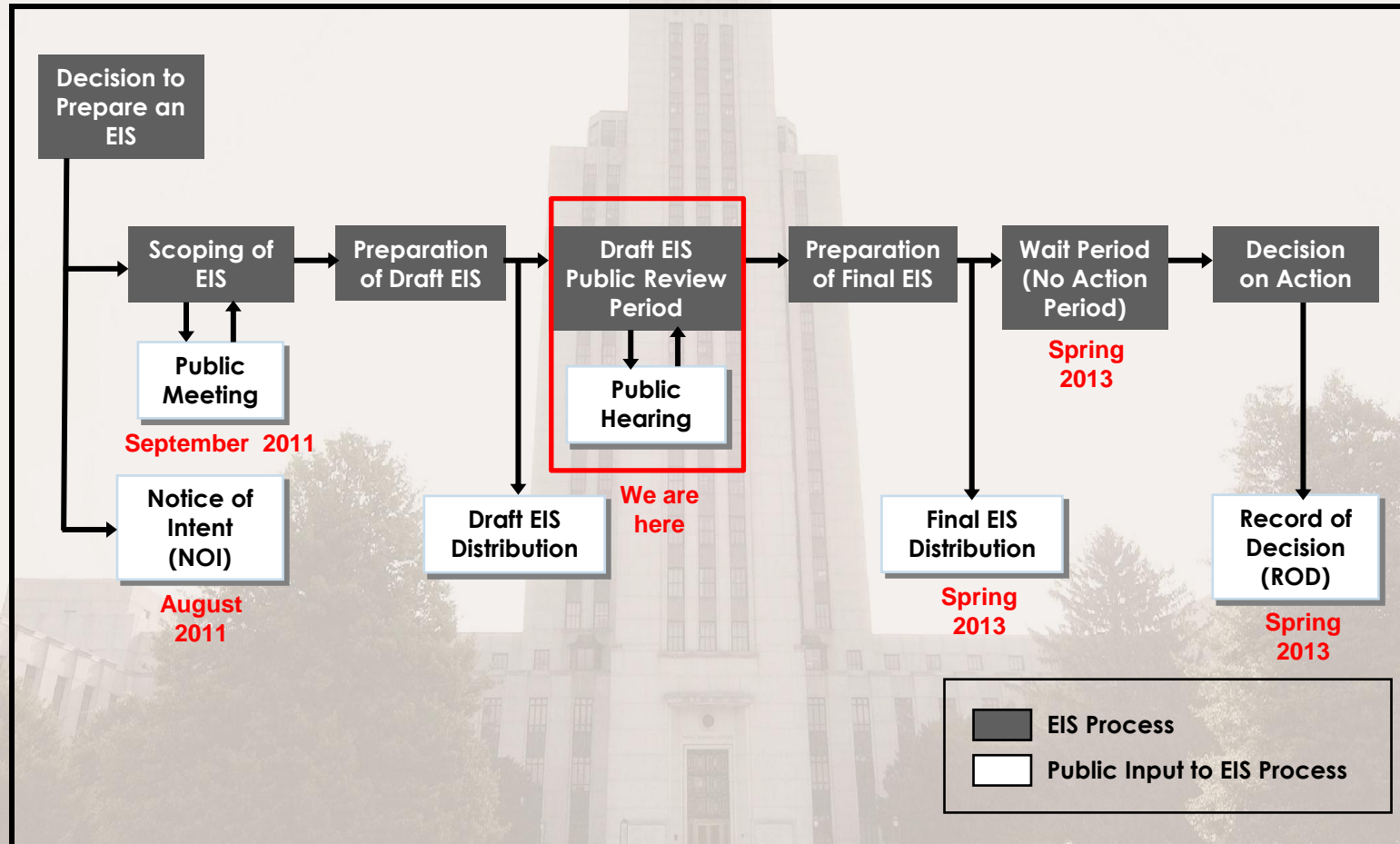


Traffic Study – 2018 Proposed Actions

- **No Action Versus Action Scenarios:**
 - Intersections: **No adverse impact** (No new LOS F intersections)
 - Arterials: **No adverse impact.** Largest decrease in arterial travel speed is 4% (***significance threshold for the County is a 30% change***). Increase in travel times:
 - Rockville Pike (Grosvenor Ln to Woodmont Ave):
AM - 17 seconds / PM - 14 seconds
 - Jones Bridge Road (Rockville Pike to Jones Mill Rd):
AM - 15 seconds / PM - 10 seconds
 - West Cedar Lane (Old Georgetown Rd to Rockville Pike):
AM - no change / PM - 1 second



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